

BookletChart™



Florida Everglades National Park – Whitewater Bay

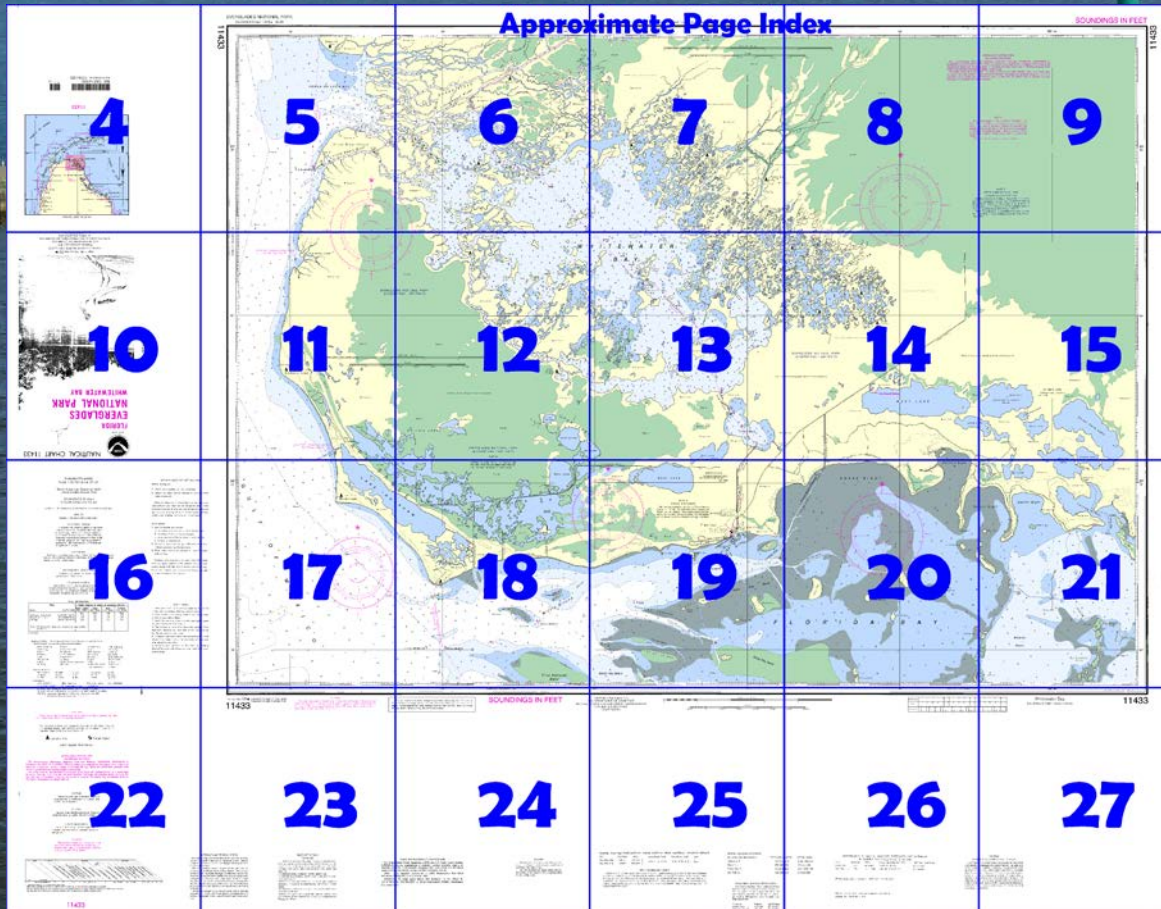
NOAA Chart 11433

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

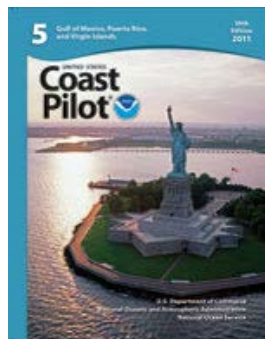
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11433>.



(Selected Excerpts from Coast Pilot)

Flamingo, on the mainland about 9 miles E of East Cape (25°06.9'N., 81°05.2'W.), is a tourist center in Everglades National Park at the entrance of **Buttonwood (Flamingo) Canal**. A 300-foot tower and an 86-foot standpipe E of the canal about 0.3 mile NE of the visitors center are prominent. A privately dredged channel leads from the 7-foot contour of Florida Bay to the canal entrance. In 1998, the channel had a reported controlling depth of 4½ feet. The

channel is marked by lights and daybeacons. A dam blocks the canal about 200 yards above the entrance. Boat ramps and an 8-ton hoist at the dam allow the passage of craft to 26 feet long from Florida Bay

to **Coot Bay** and **Whitewater Bay**. A highway bridge, about 0.5 mile above the mouth of the canal, has a reported 45-foot fixed span and a clearance of 10 feet. A marina on the W side of the canal just below the dam at Flamingo has berths with electricity, water, ice, and limited marine supplies. Gasoline, diesel fuel, and launching ramps are available on either side of the dam. A 5-mph no-wake **speed limit** is enforced in the canal.

Small craft can traverse the system of tidal bays, creeks, and canals from Flamingo Visitors Center to the Gulf of Mexico, 6 miles N of Northwest Cape. The route through Buttonwood Canal, Coot Bay, Tarpon Creek, Whitewater Bay, Cormorant Pass, Oyster Bay, and Little Shark River is marked by daybeacons. The controlling depth is about 3½ feet. The route from Flamingo to Daybeacon 48, near the W end of Cormorant Pass, is part of the Wilderness Waterway.

Wilderness Waterway is a 100-mile inside passage winding through the mangrove wilderness of Everglades National Park from Flamingo on Florida Bay to Everglades City on the Gulf of Mexico. From Daybeacon 48, near the W end of Cormorant Pass, the waterway leads N through Shark Cutoff and then through various creeks, rivers, and open bays to Everglades City. The passage above Cormorant Pass is marked by the National Park Service. The National Park Service advises that boats with cabins or high windshields or boats over 18 feet in length should not attempt the entire passage, because of the narrow creeks and overhanging branches along some portions of the waterway.

Manatees.—Regulated **speed zones** for the protection of manatees are posted in the Wilderness Waterway.

Maps of the waterway and other information are contained in a booklet entitled, "A Guide to the Wilderness Waterway of the Everglades National Park", published by the University of Miami Press, Drawer 9088, Coral Gables, FL 33124.

Ponce de Leon Bay is a nearly rectangular bight 7 miles N of Northwest Cape. **Shark Point**, on the N side of the bight, and **Shark River Island**, on the S side, are wooded to the water's edge, and stand out in bold relief against the tree line at the head of the bight. The N part of the bight is shallow, but fair anchorage is available for vessels drawing up to 6 feet off Shark River Island. The anchorage is sheltered from winds E of N or S, and the shoal on the NW affords considerable protection from that direction. Several narrow streams empty into the head of the bight. Boats drawing up to 5 feet can continue into the southernmost stream. The area for some 10 miles E and SE of Ponce de Leon Bay is a complicated network of tidal channels around thousands of mangrove islands. These channels lead or enlarge into Oyster, Whitewater, and Tarpon Bays, from which, in turn, shallow rivers lead back into The Everglades. Generally, a depth of 5 feet can be carried through the various passes into Oyster and Tarpon Bays by giving a good berth to the points, which often have tidal bars projecting out from them.

Oyster Bay is about 2 miles inland from the SE corner of Ponce de Leon Bay. At the S end of Oyster Bay is the entrance to **Joe River**, a tidal channel extending some 10 miles in a SE direction to the S end of Whitewater Bay. A depth of 4 feet can be carried through Oyster Bay and Joe River by avoiding occasional bars.

Shark River is the channel emptying into the middle of the E side of Ponce de Leon Bay. Some 8 miles NE, the channel joins Harney River and enlarges into **Tarpon Bay**. A depth of about 5 feet can be carried through Shark River and Tarpon Bay. Shallow rivers lead N and E from Tarpon Bay into the Everglades.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC New Orleans

Commander

8th CG District (504) 589-6225
New Orleans, LA

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

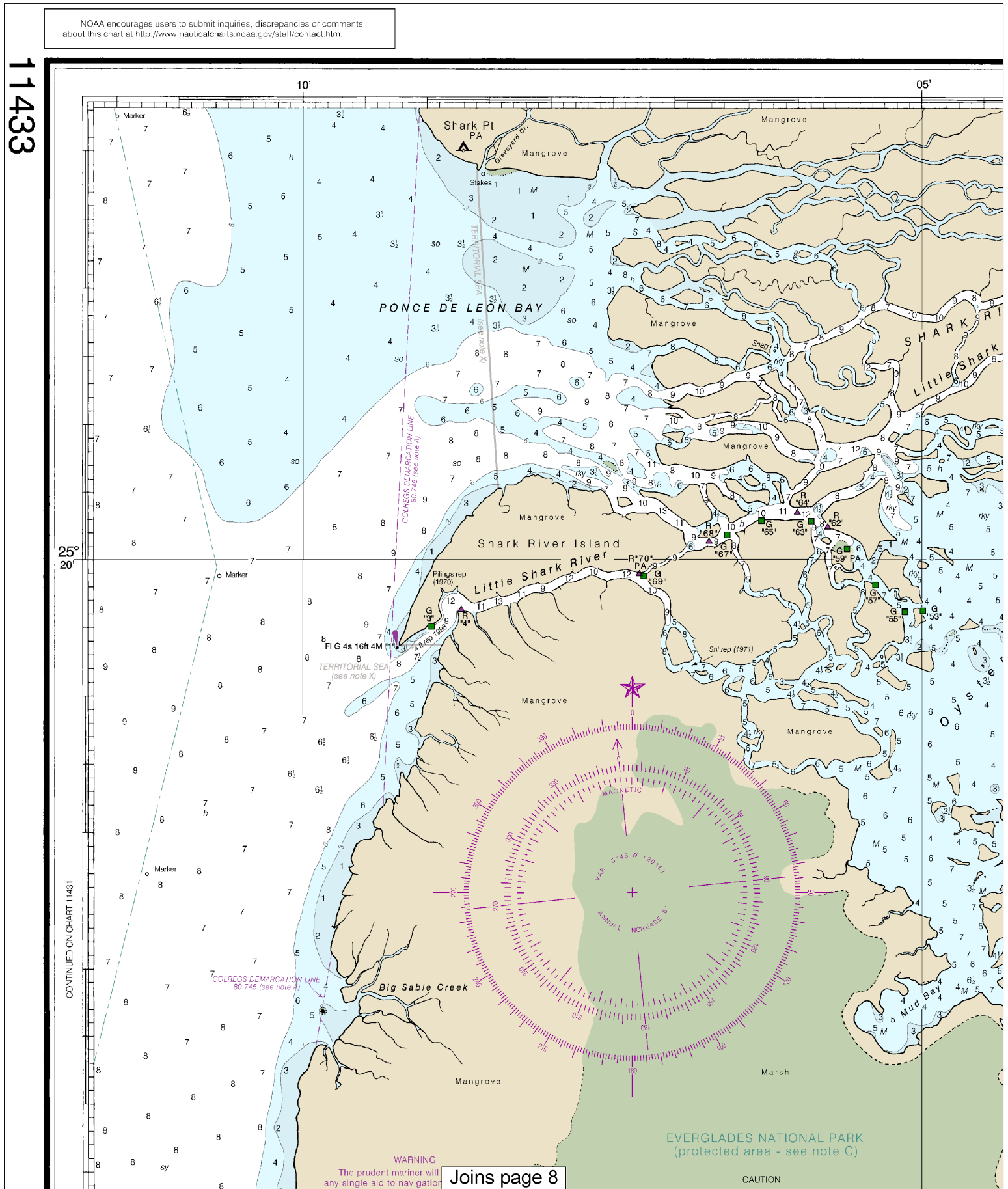
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

11433



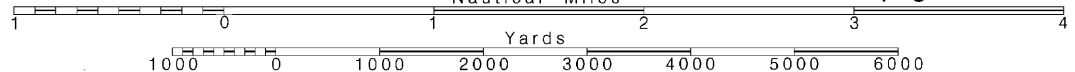
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

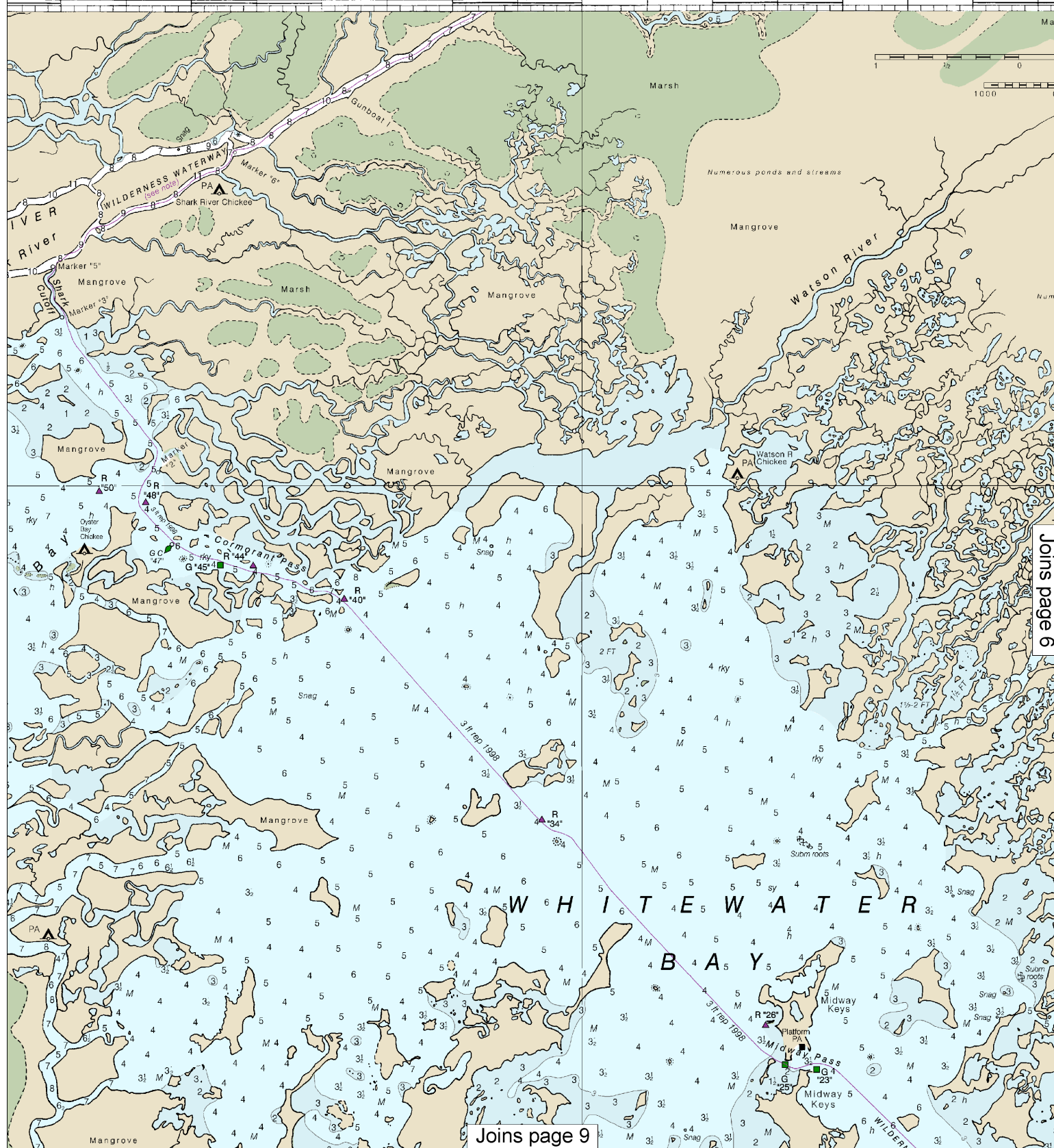
SCALE 1:50,000
Nautical Miles

See Note on page 5.



JOINS CHART 11432

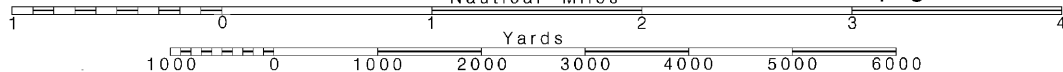
81°



Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:66666. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



80° 45'

TIDAL INFORMATION

Near real time water level data, predictions and weather data are available via the Internet at <http://tidesandcurrents.noaa.gov>. Annual predictions of the rise and fall of the tides are available in printed form from private sector printers.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.450' northward and 0.748' eastward to agree with this chart.

NOTE C

EVERGLADES NATIONAL PARK
(protected area; CFR 7.45)

For the protection of wildlife, all Keys in the Florida Bay portion of Everglades National Park are closed to landing except those marked as designated camping areas. A backcountry use permit is required for overnight camping and can be obtained at Park Ranger Stations.

The killing, collecting, or molesting of animals, the collecting of plants, and waterskiing are prohibited by Federal Regulation.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

Ⓟ Pump-out facilities

BROADCASTS

Radio stations listed weather broadcasts, typically 20 to 40 nautical miles, but can be miles for stations at

162.550 MHz
162.450 MHz
162.400 MHz
162.425 MHz

Published by Presidential Proclamation, the Line, previously identified as the continues to depict the jurisdictional Resource Boundary off the Gulf coast Nautical Mile Line elsewhere remain in jurisdiction and the outer limit of the contiguous Zone and the 200-nautical mile line established by Presidential Proclamation, these maritime limits are subject



Numerous ponds and streams



THE NATION'S CHARTMAKER SINCE 1807

FLORIDA - INTRACOASTAL WATERWAY

UNITED STATES

EVERGLADES
NATIONAL PARK

WHITEWATER BAY

Mercator Projection
Scale 1:50,000 at Lat 25° 20'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

TIDAL INFORMATION

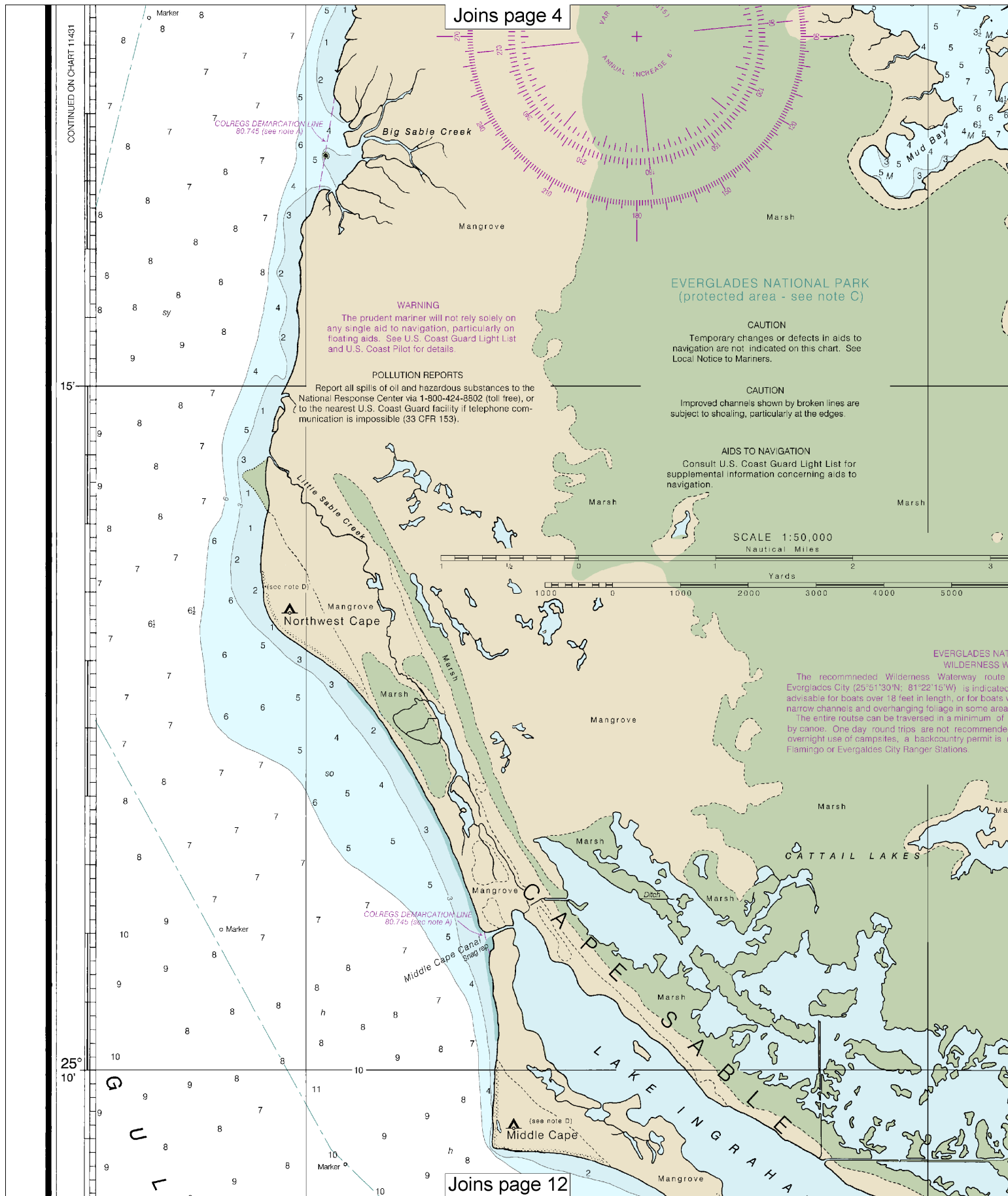
PLACE	NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
			Mean Higher High Water	Mean High Water	Mean Low Water
			feet	feet	feet
	East Cape, Cape Sable	(25°07'N/81°05'W)	3.8	3.5	0.6
	Shark River Entrance	(25°21'N/81°08'W)	4.5	4.2	0.6
	Fleming	(25°09'N/80°55'W)	2.5	2.3	0.3

NOTE: In Whitewater Bay the periodic tide has a mean range less than one-half foot.

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov> (Oct 2015)

Joins page 11

Last Correction: 7/14/2016, Cleared through:
LNM: 2916 (7/19/2016), NM: 3016 (7/23/2016)



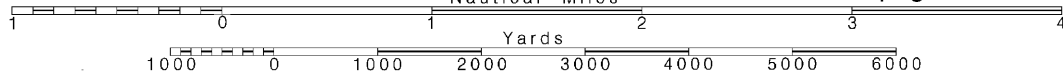
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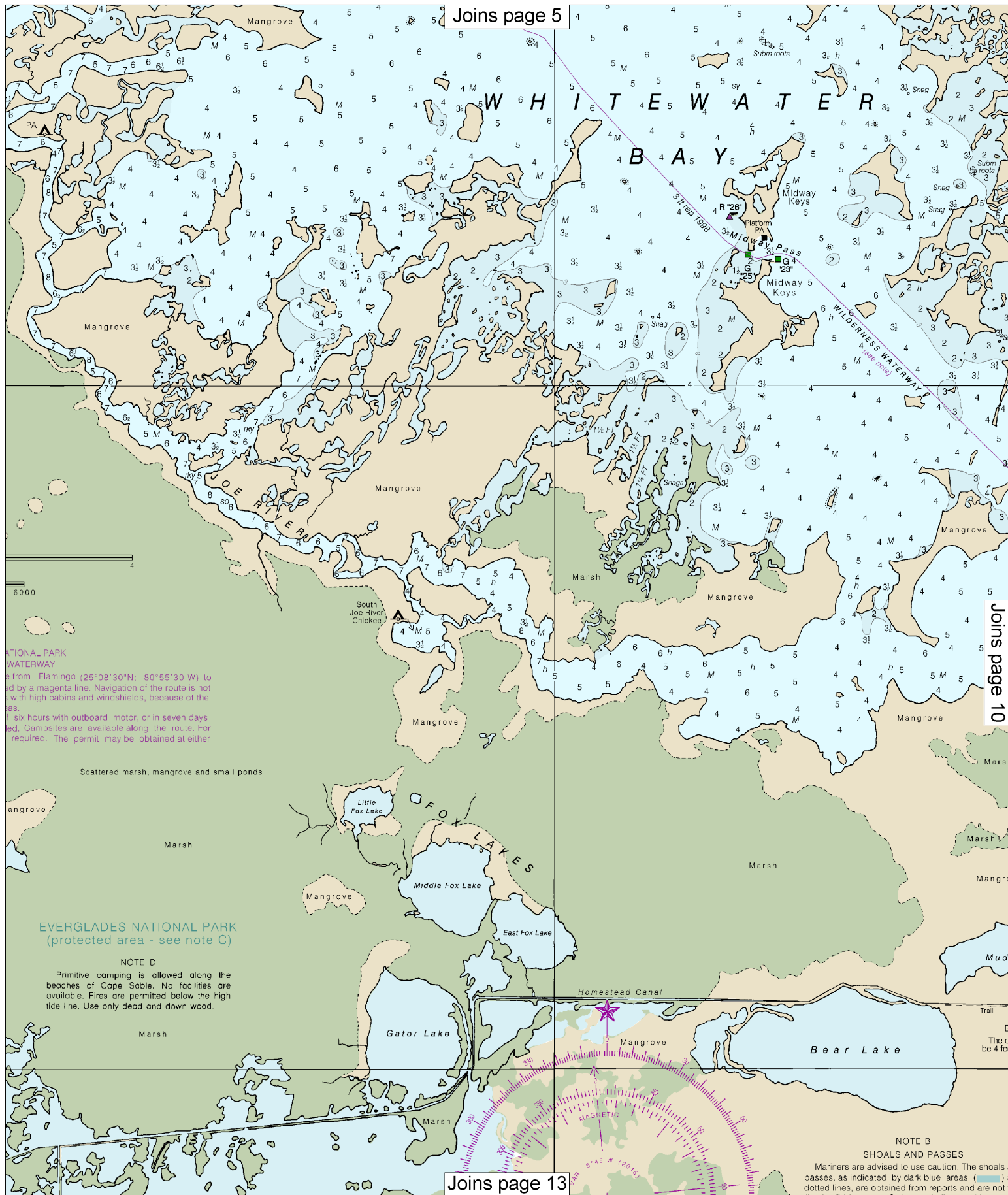
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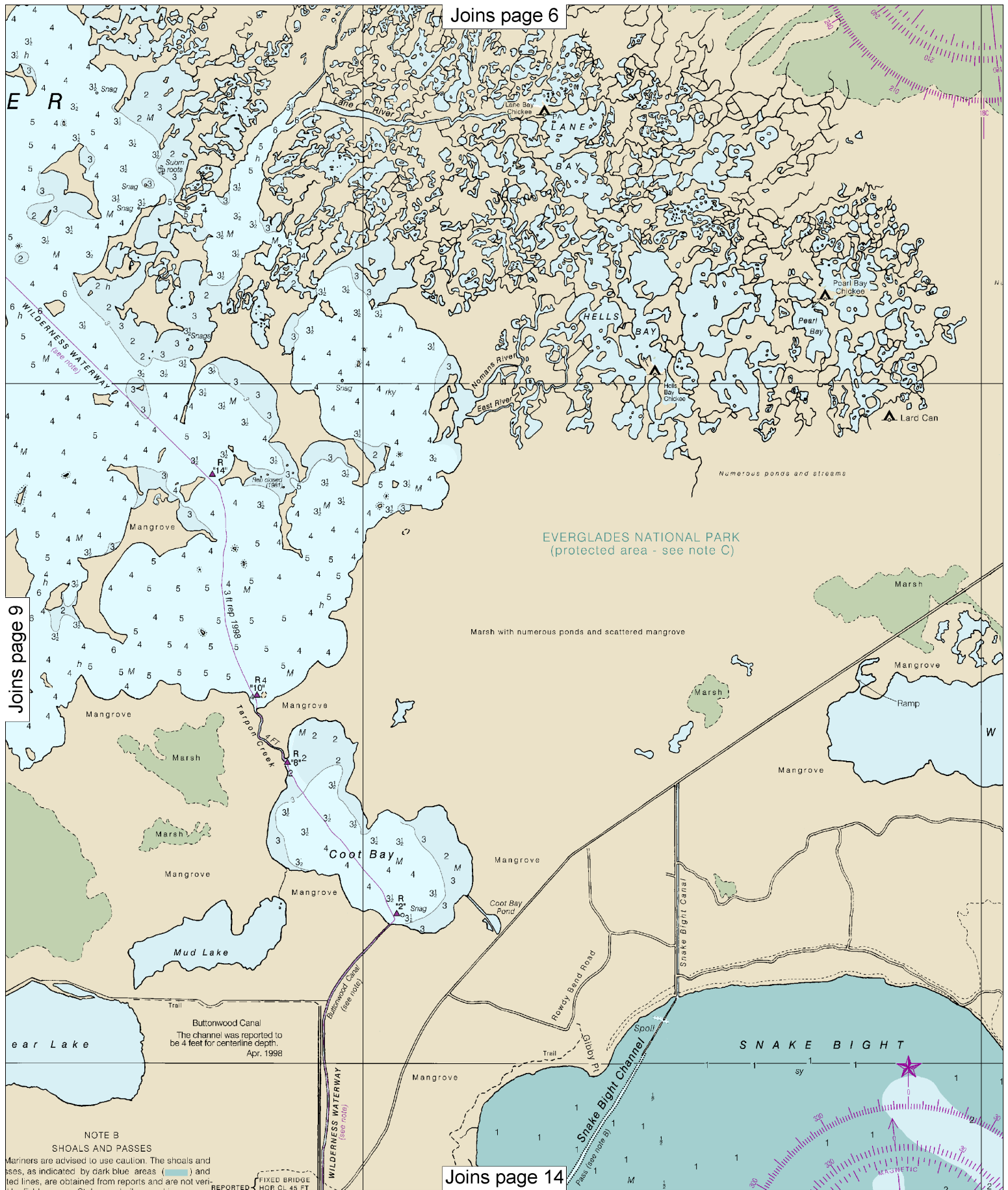
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SCALE 1:50,000

See Note on page 5.







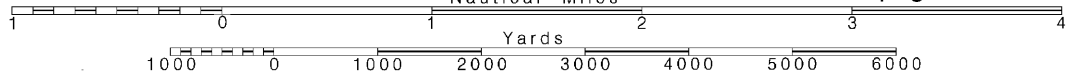
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000
Nautical Miles

See Note on page 5.

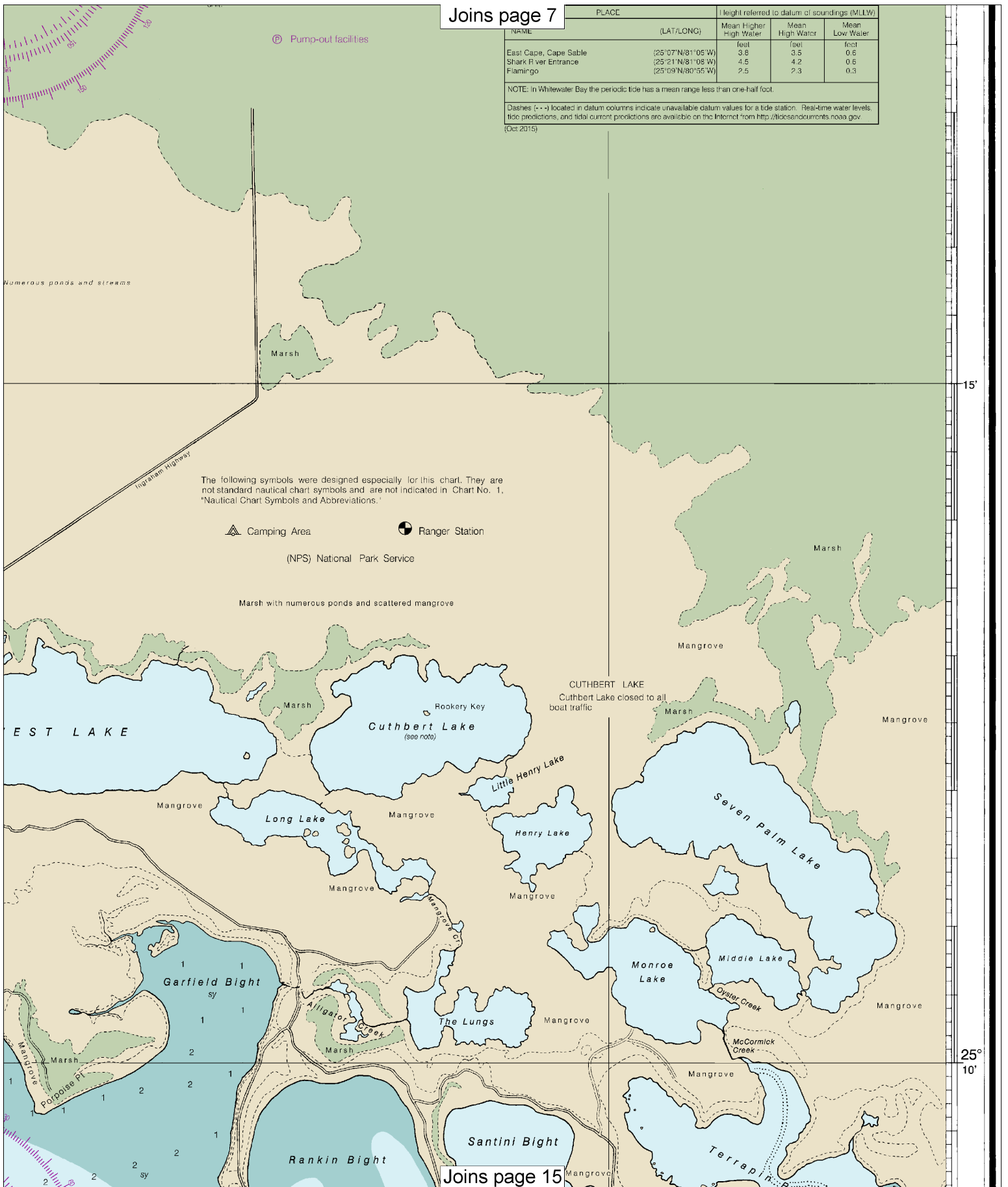


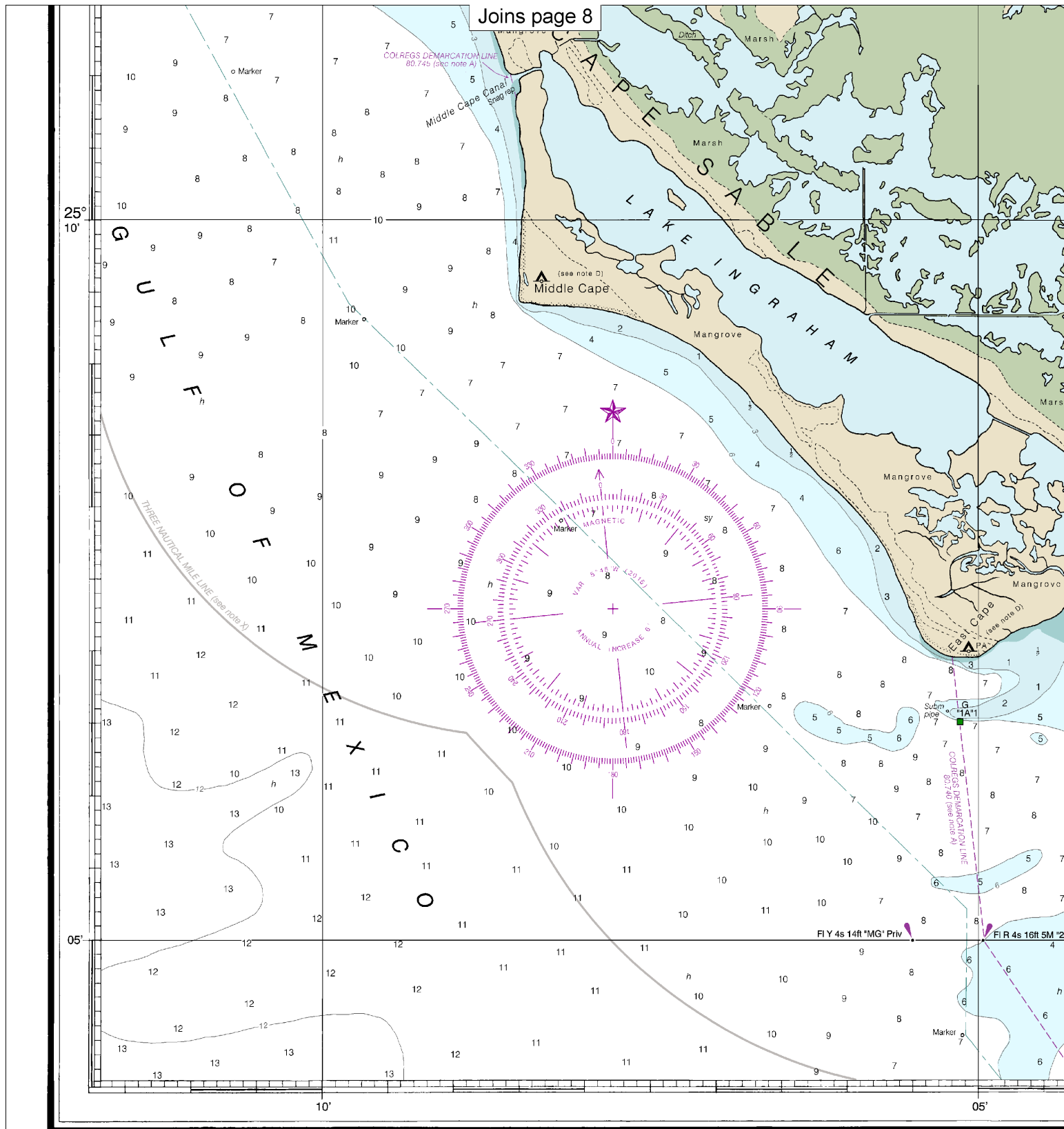
NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
East Cape, Cape Sable	(25°07'N/81°05'W)	feet 3.8	feet 3.5	feet 0.6
Shark River Entrance	(25°21'N/81°08'W)	4.5	4.2	0.6
Flamingo	(25°09'N/80°55'W)	2.5	2.3	0.3

NOTE: In Whitewater Bay the periodic tide has a mean range less than one-half foot.

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.

(Oct 2015)





Joins page 8

14th Ed., Mar. 2005

11433

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

Last Correction: 7/14/2016. Cleared through:
LNM: 2916 (7/19/2016), NM: 3016 (7/23/2016)

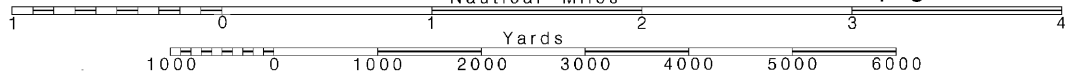
12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000
Nautical Miles

See Note on page 5.



EVERGLADES NATIONAL PARK
(protected area - see note C)

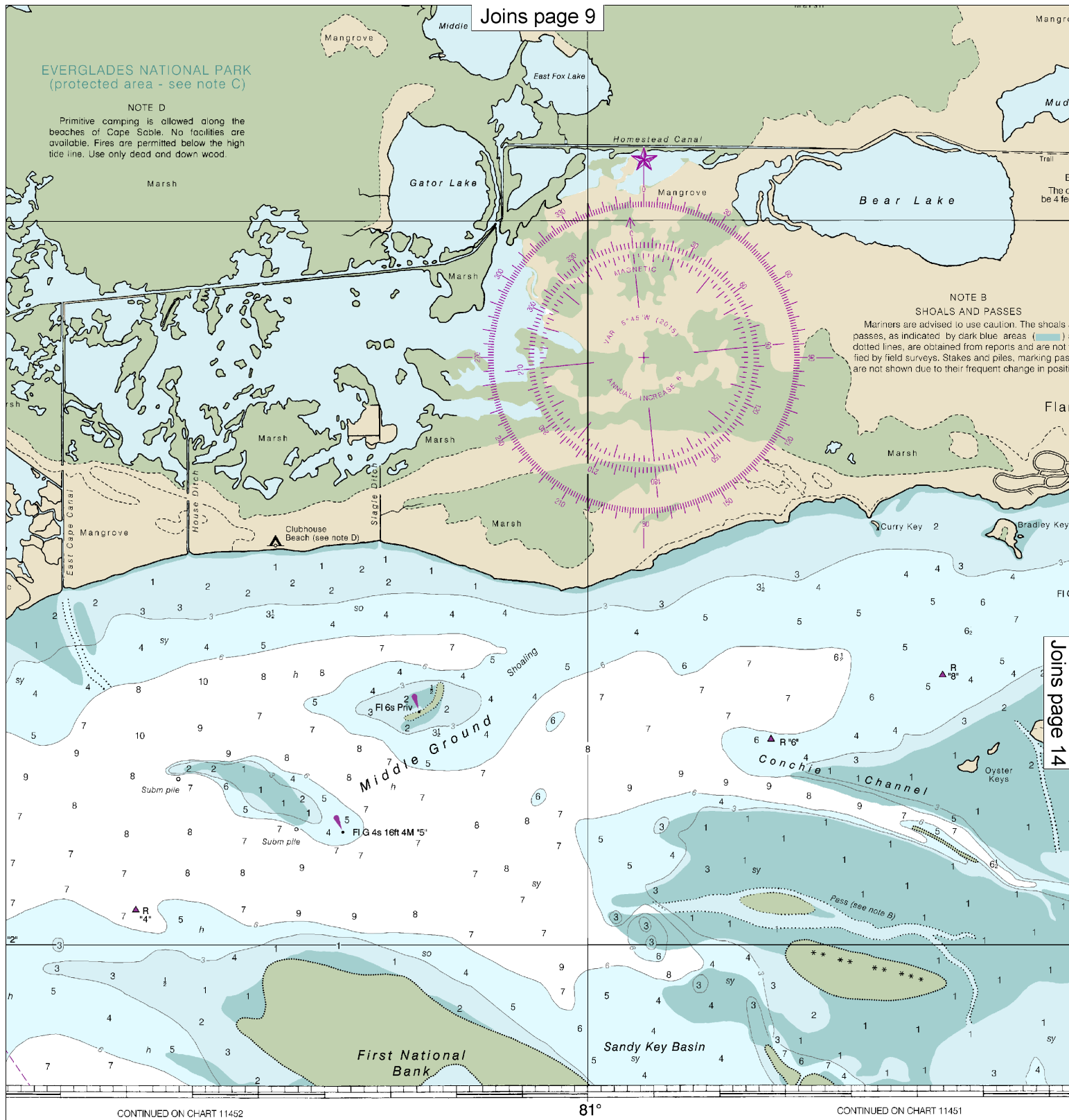
NOTE D

Primitive camping is allowed along the beaches of Cape Sable. No facilities are available. Fires are permitted below the high tide line. Use only dead and down wood.

NOTE B

SHOALS AND PASSES

Mariners are advised to use caution. The shoals, passes, as indicated by dark blue areas (---), dotted lines, are obtained from reports and are not tied by field surveys. Stakes and piles, marking passes are not shown due to their frequent change in position.



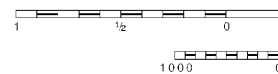
CONTINUED ON CHART 11452

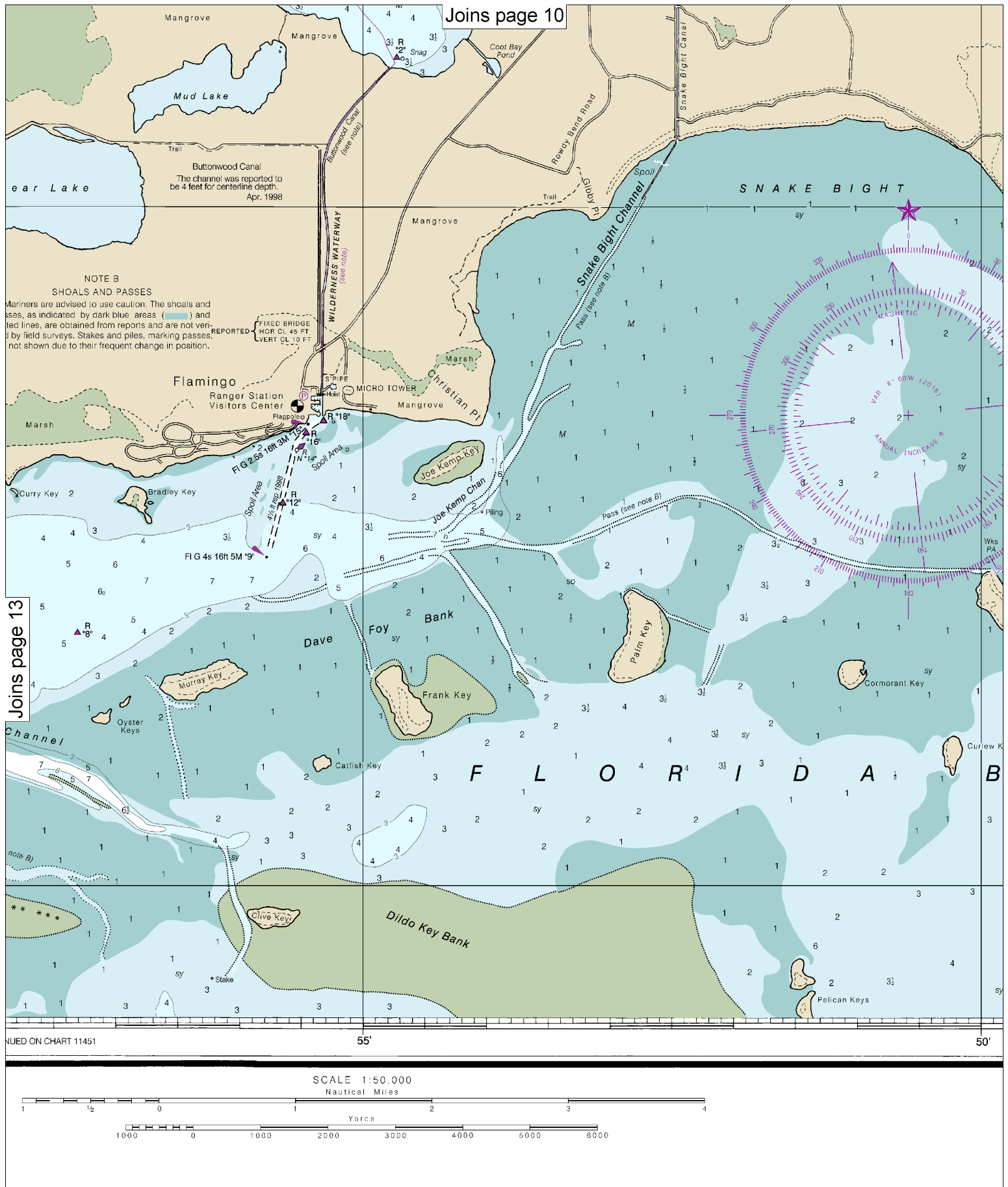
81°

CONTINUED ON CHART 11451

SOUNDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



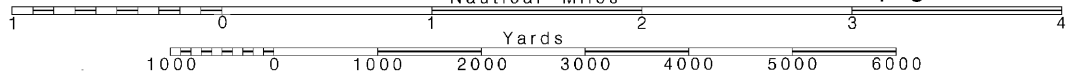


Note: Chart grid lines are aligned with true north.

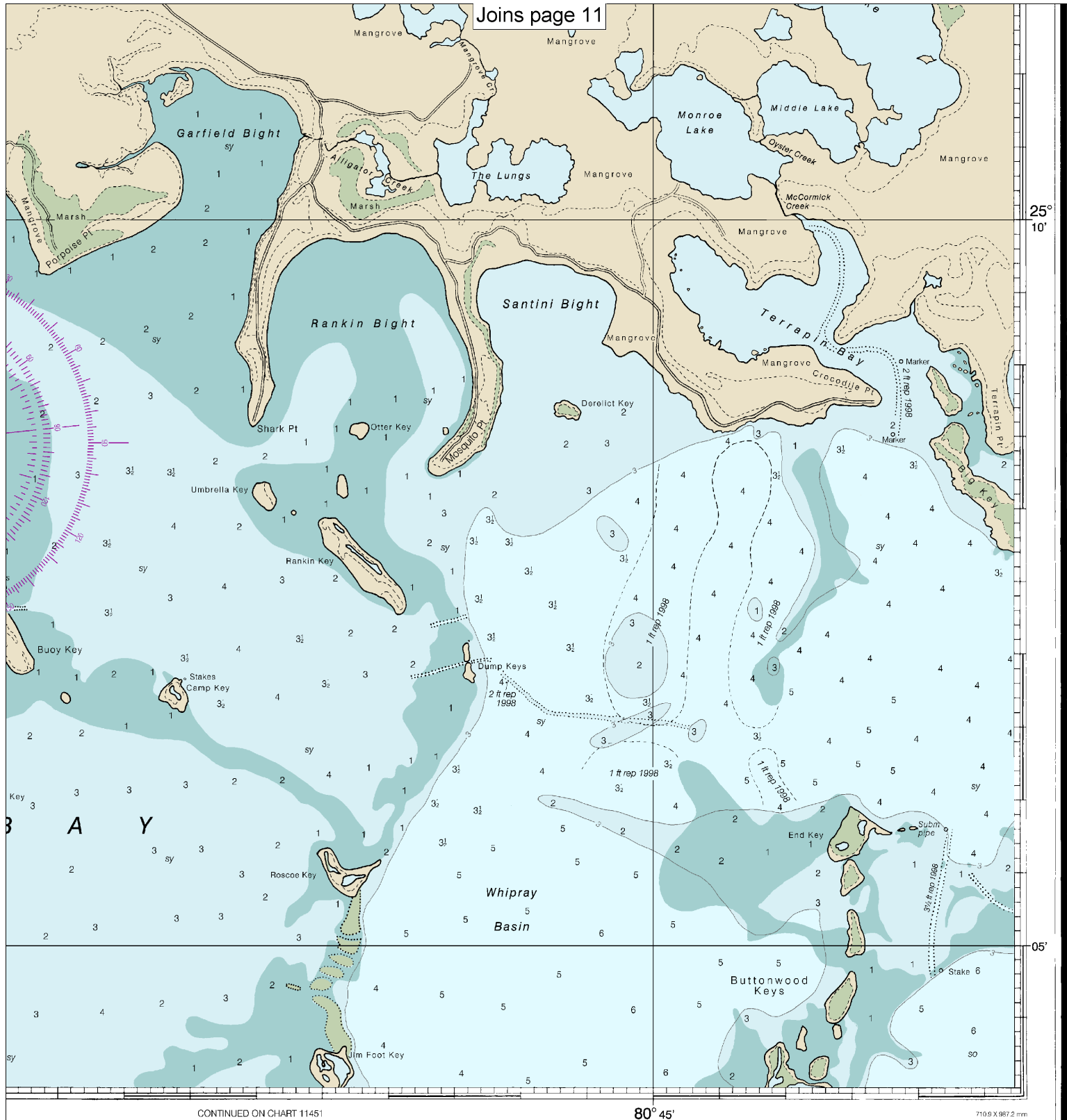
Printed at reduced scale.

SCALE 1:50,000
 Nautical Miles

See Note on page 5.



Joins page 11



FATHOMS	1	2		4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Whitewater Bay

SOUNDINGS IN FEET - SCALE 1:50,000

11433

15



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.